



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

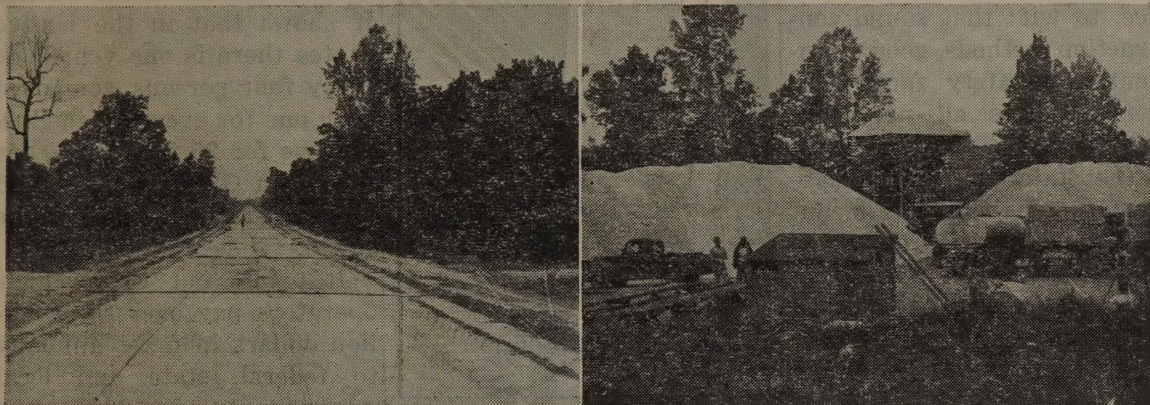
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RALEIGH, N. C.

Friday, October 8, 1948

PAVING PROGRESS ON US 29



Shown above are two recent scenes on the job being carried out by Ballenger Paving Company over a 12.47 mile span of US 29 from Greensboro north to the Rockingham county line. The road has a four-inch soil base, and will have an eight-inch, 24-foot wide concrete surface, when the paving is completed. Cost of the paving will amount to \$649,416.80 and the cost of the entire job, including paving will total \$1,055,185.36. R. L. Hickerson is the Commission's resident engineer on the job, and J. R. Chandlee is superintendent for the contractor.

PRICE TRENDS AND SUPPLY BY R. G. KING Purchasing Department

The question on the minds of people is how the boom can go on. History suggests that the bust would appear overdue. This boom has lasted longer than previous booms, and prices are higher than ever.

Business activity is expected to continue at current high levels far into 1949 and high prices and great business activity are seen by some of the official forecasters for the next ten years. Deflation, however, is also forecast by economists unless some new stimulant comes to the rescue. Their opinion is that the boom has continued this long because of rearmament and large exports.

To turn from theory to fact, industrial output is bounding back from a Summer dip. There are no signs that indicate any downturn in industrial production. Industries that show any weakness are few.

Cement is a short item. The cement industry expects the shortage to continue through 1949 and fears supply may not balance demand for five years.

The paper industry is in a rising output trend. The largest gains over last year have been in tissue and wrapping paper.

Machinery production appears to be leveling off, but at a point only
(Continued on page four)

Highway Employees Convene In Asheville; Entire Slate Of Officers Is Re-elected

Asheville. — Approximately 300 members of the North Carolina State Highway Employees Association met here September 30 through October 2 for a three-day session involving the discussion of several phases of highway employees' activity, the adoption of resolutions, and the election of officers.

For the first time in the three-year history of the organization, the entire slate of officers was re-elected, thus giving a second year in office to President E. A. Crump of Wilson, Vice-President T. F. Royall of Wadesboro, and Secretary-Treasurer Otis Banks of Raleigh.

Registration of delegates to the convention began on Thursday afternoon, September 30, at the George Vanderbilt Hotel, convention headquarters. Following registration, delegates to the convention and their guests assembled at the Asheville Recreation Park for a barbecue supper served under the sponsorship of Unit Ten of the Association, composed of employees from the Tenth Division. Following the barbecue, the delegates got down to serious business with a series of committee meetings at the hotel Thursday night.

On Friday morning, reports were made before the general assembly of the convention by President Crump and Secretary Banks, fol-
(Continued on page three)

N. C. Delegation Back From Salt Lake Meet; Baise Receives Honor

Raleigh. — North Carolina's nine delegates to the annual convention of the American Association of State Highway Officials were back home and at work on September 28, with one of the number—Chief Highway Engineer W. Vance Baise—bearing the new AASHO title of regional vice-president.

The election at which Baise was elevated to his new post was held on September 25, and W. W. Polk of Illinois was elected president of the AASHO at the same time, succeeding retiring President R. H. Baldock of Oregon.

Chairman A. H. Graham, commenting upon the sessions of the convention at Salt Lake City, noted that "all of the speakers expressed their realization of the present and urgent need of more road construction." Highway officials from all parts of the United States, he said, reported that a record volume of traffic was flowing over the highways, in many cases imposing loads too heavy for existing road surfaces to carry adequately. Most of the officials expressed the view, he stated, that a considerable amount of immediate construction work would be necessary to solve existing
(Continued on page four)

Traffic Restored To Atlantic Beach Area By Quick Repair Job

Morehead City. — After being out of use for slightly more than one week as the result of a barge collision at 2:40 A.M. on September 22, the Atlantic Beach Bridge here has been re-opened to traffic by a bridge crew working under the direction of Foreman John Epperson.

At 11:30 A.M. on September 29, the bridge was re-opened to traffic, according to an official announcement by Bridge Maintenance Engineer C. B. Taylor. During the period while the bridge was out of use, a ferry service for passengers only had been maintained by Second Division Engineer W. N. Spruill across the open span of the bridge.

Damage to the bridge was estimated at \$16,000 shortly after the collision of a 77-car barge with the structure. Repair work began in a heavy gale as soon as possible after the accident, and the work was completed at the end of a three-day rainy period.

Although the bridge was re-opened on September 29, several days earlier than the period of time estimated as needed for the job, Taylor emphasized that the job was not entirely complete at that time, but would require an additional period of approximately 10 days to put on the finishing touches.

Editor Resigns Post For Greensboro Job

Raleigh. — Effective October 16, T. C. Wagstaff, for the past 16 months Director of Public Relations and editor of its house organ for the State Highway and Public Works Commission, has tendered his resignation from that post, Chairman A. H. Graham has announced.

Wagstaff, prior to his connection with the Highway Commission, was associated with The Raleigh Times, The Greensboro Daily News and The Roxboro Courier, and saw three years' service with the U. S. Army Engineers during World War II. He leaves the highway post to begin work with the Public Relations Division of Burlington Mills at the headquarters office of the organization in Greensboro.

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T. C. Wagstaff, Editor

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SIGNIFICANT SPEECH

In his recent address before a group of highway employes assembled in convention in Asheville, Brandon Hodges, Democratic nominee for State Treasurer, spoke from an extended period of personal experience with the activities of the Highway Commission.

Like many other speakers who find themselves in similar positions, Mr. Hodges saw fit to apply some words of praise to the group before him. Recognizing the fact that the rank-and-file employe is the bone and sinew of any organization, Mr. Hodges told the highway group that they were to be congratulated upon the results which they had accomplished over a period years in building North Carolina's highway system.

In addition to extending his praises to the highway employes for their work, the speaker made a further statement which could only be applied to the officials of the State administrations under which the Highway Commission has functioned — that there had never been any scandal connected with the handling of highway funds in North Carolina.

In making such a statement, the State Treasurer - to - be sounded a note which could well be interpreted as a warning to all North Carolinians to keep up the good record which they have established

in the past, and thus insure continued highway progress in North Carolina. In addition for State Treasurer, spoke to making his warning, Mr. Hodges also gave the Commission employes some good advice, to wit: that sound construction methods, good alignment and safety factors be considered in all new construction which is carried out in the State. No further elaboration of them was meant as an admonition to keep highway activity in a sound physical, as well as political condition in order that there should be no waste of the taxpayers' money. Considered from any angle, at Asheville a future State official who will occupy a major office next oration of these items was made, but it is clear that the year made statements which should receive the careful attention of all North Carolinians whether they have any direct connection with the Highway Commission or not.

EDITORIAL COMMENT

FORMIDABLE FACTS

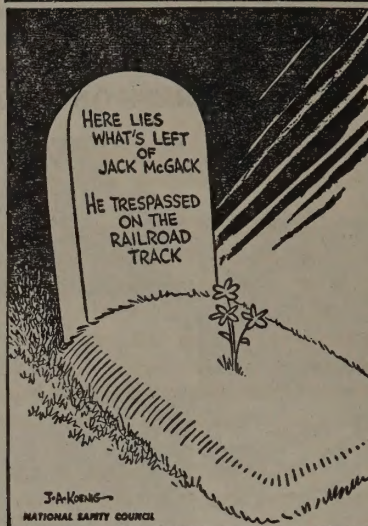
Now that fall progress reports are coming out, let's take a look at the traffic ahead to be reckoned with.

More than 40,000,000 vehicles will be using America's streets and highways by the end of 1948, an increase of 17% over 1941.

Since the first of the year, highway travel has dramatically pointed up the nation's unprecedented use of automotive transportation. At the present rate, motor vehicles will be driven about 400 billion miles by December 31, 1948, approximately one-fifth more than they traveled in the last prewar years.

Behind the steering wheels of the country's cars, trucks and buses rolling up the enormous traffic volume are 50,586,000 licensed drivers, 49% of the entire U. S. population over 16 years old.

STAY SAFE OFF-THE-JOB, TOO



Today the skills and services of 8,895,000 people are required in the manufacture, distribution and use of motor vehicles, according to the auto makers. Jobs in the commercial vehicle industry are at an all-time high with nearly 5,200,000 employes, the largest single occupational group in the country outside agriculture.

Employment in factories making vehicles and component parts is over the million mark, about 350,000 more than in 1941. In addition, about 600,000 are employed in industries supplying raw materials.

Wages, too, are higher, and the wealth being created through the use of motor vehicles is at new peaks. Approximately one-fifth of the total national income this year will be earned by people engaged in automotive and related activities.

Where passenger car registrations have gone up 12%, truck registrations have jumped 50% over prewar.

Indicating the scope of present-day trucking, the industry's statistical yearbook, "Automobile Facts and Figures," soon to be released for 1948, reveals that 65% of livestock gets to major markets by truck, as does 93% of live poultry, 42% of vege-

tables, 66% of milk and 52% of eggs.

The annual publication contains scores of other compilations, which highlight what this year's record automotive activity means to the nation. It shows that in the United States there is one vehicle to every four persons, compared with one for every 70 in Russia, one for 25 in France, one for 17 in Great Britain, and one for 222 in the rest of the world.

It points out that vehicle operators pay over three billion dollars in taxes annually to federal, state and local governments— or 33% more than 1941. Of this, trucks pay nearly one billion.

To keep current over-age vehicles operating efficiently, the industry is turning out replacement parts at the record rate of 2.6 billion dollars annually. In 1941, replacement parts production was at the \$718,000,000 level.

Increased travel has upped gasoline use by more than a quarter since 1941. It is estimated that more than 30 billion gallons of fuel will be sold to motorists in 1949, compared with 24 billion in 1941.

Unfilled orders for new passenger cars total 7,300,000 on July 1, up 11% over January 1, according to a new survey. Perhaps duplicate orders are involved but, combined with truck production, it would require 26 months for the industry to make enough new cars to take care of unfilled orders.

These are facts to be considered when we thing in terms of adequacy in modernized highway safety commensurate with the over increasing momentum in automotive practice.— *By J. T. Callaway in ROAD BUILDERS' NEWS.*

Caller: "I want to see the boss."

Office Girl: "Sorry but he's in conference with the vice president and general manager."

Caller: "Let me in. I know a funny story too."

Today's Chuckles

"Is that girl's dress torn or am I seeing things?"
"Both."

First Pig: "Heard from your boar friend lately?"

Second Pig: "Yeah, I just had a litter from him."

He: "Of course you realize darling, that for business reasons our engagement must be kept a secret."
She: "O sure. I tell everybody that."

"The average girl," declares the cynic, "would rather have beauty than brains, because she knows the average man can see better than he can think."

Wife: "I didn't run after you when we were courting!"

Husband: "No. A trap doesn't run after a mouse. But it catches it just the same!"

Shotgun Version—Two wrongs have often made a rite.

The man was determined to pass the tavern on the way home without stopping in. As he approached the place, his resolve weakened but finally with a masterful effort he passed on. Then after going a full block he stopped and congratulated himself: "Well done, old boy. Now come back to the tavern and I'll treat you to a snort!"

Rev. Oscar Johnson, jovial St. Louis pastor, tells this on himself:

Once, after a change of churches, he met a woman of his former flock and asked, "How do you like your new pastor?"

"Just fine," she beamed, "But somehow or other, he just doesn't seem to hold me like you did!"

"Only last week you said it was a great life if you didn't weaken."

"Yes, but since then I found out that it's a greater one if you weaken just a little bit."

Wife—Dear, I saw the sweetest little hat downtown today.

Husband—Put it on; let's see how you look in it.

"Is your office force like one big family?"

"No, everybody's congenial."

A man of six feet eight inches applied for a job as a life guard.

"Can you swim?" asked the official.

"No, but I can wade to beat the devil."

Low Bids Received September 28 Total \$1,335,625.21 For 20 Highway Projects

Raleigh.—Low bids totaling \$1,335,625.21 were received September 28 by the State Highway and Public Works Commission at a letting which consisted of 20 projects covering 70 miles of road work in 17 counties.

Of the 20 projects, six were Federal Aid and one State Betterment. With an average of three bidders for each project, all of the State Betterment and all but one of the Federal Aid drew bids. On the Wayne county job, which called for structures on US 70, no bid was received.

In appraising the results of the letting, Chairman A. H. Graham noted that the bids received reflected both the rising cost of construction work and the large volume of work which the contractors have already committed themselves to perform.

Projects included in the letting, and low bidders, were:

Federal-aid

Craven—Grading and structures of 9.205 miles from a point on NC 55 0.9 miles northwest of Jasper southeast to a point on US 70 3.6 miles northwest of New Bern, J. S. Hill Const. Co., Washington, roadway, \$67,484.60; Sanford Const. Co., Sanford, structures, \$31,496.90.

Wayne—Structures on US 70 from Johnston county line to a point approximately 570 feet east of bridge over Little River, no bid.

Mecklenburg — Grading and bituminous surfacing of 3.21 miles from a point 68 feet north of NC 27 approximately 0.9 miles east of Charlotte, to a point on US 29 approximately 1.8 miles east of Charlotte, Barringer Bros., Richfield, \$92,753.85.

Mecklenburg—Bituminous surface treatment of 2.49 miles from a point on US 21 at Caldwell east to NC 73, Kiker and Yount, Inc., Reidsville, \$51,978.00.

Forsyth—Grading, bituminous surfacing and structures of 1.54 miles from a point on US 421 approximately four miles northwest of Winston-Salem toward Yadkinville on US 421, and toward Elkin on NC 67, B. D. Gentry Const. Co., Inc., Walnut Cove, roadway, \$138,504.15; Harvey H. Stewart, Charlotte, structures, \$80,812.00; Bare Bros., West Jefferson, moving buildings, \$24,825.00.

Rutherford—Grading and bituminous surfacing of 3.34 miles on US 74 from a point two miles west of Ellenboro west to a point in Forest City, Asheville Const. Co., Asheville, \$126,744.00.

State Betterment

Wilson — Grading, bituminous surfacing and structures of 5.03 miles from cross roads northeast of city limits of Lucama on county road, and from a point 2,100 feet north of end of bridge at Contentnea Creek north to city limits of Wilson, Exum-Cline Const. Co., Rocky Mount, \$73,341.00.

Pasquotank—Sand asphalt surfacing of 0.83 miles in vicinity of Elizabeth City, Nello L. Teer Co., Durham, \$5,745.80.

Edgecombe—Sand asphalt surfacing of 2.75 miles from Wiggins Cross Roads to Pinetops, Exum-Cline Const. Co., Rocky Mount, \$11,862.50.

Wayne-Johnston — Grading, bituminous surfacing and structures of 11.394 miles on county roads in vicinity of Pikeville in Wayne county, and Princeton in Johnston

county, Wayne Engr. & Const. Co., Inc., Mt. Olive, \$146,826.25.

Wake—Grading and bituminous surfacing of 7.495 miles from a point northeast of Neuse River bridge on county road from Clayton to Knightdale, J. M. Gregory, Raleigh, \$94,723.20.

Alamance—Grading, widening and bituminous surfacing of 3.45 miles from a point 900 feet east of intersection of NC 100 and NC 54 to Gibsonville on NC 100, Thompson-Arthur Const. Co., Greensboro, \$155,176.85.

Guilford—Grading of 5.27 miles from south end of Alamance Creek bridge south to intersection with NC 62, P. C. Cochrane, Sanford, \$24,044.00.

Rockingham—Portland cement stabilized base course of 3.5 miles on Young Springs road from NC 87 near Reidsville Airport eastward, D. W. Winkelman Co., Inc., Greensboro, \$37,596.96.

Edgecombe—Sand asphalt surface course of 0.75 miles on Tarboro Street in Rocky Mount from Edgewood Street to county fair grounds, Exum-Cline Const. Co., Rocky Mount, \$11,561.00.

Guilford-Rockingham — Bituminous concrete binder and surface course of 1.9 miles for resurfacing streets in High Point and Reidsville, Thompson-Arthur Const. Co., Greensboro, \$32,982.25.

Davidson — Bituminous concrete binder and surface course of 1.52 miles for resurfacing streets in Thomasville, Atlantic Bitulithic Co., Washington, D. C., \$20,977.00.

Robeson-Hoke—Sand asphalt resurfacing of 6.4 miles on US 301 between Lumberton and Cumberland line in Robeson county, and on county road from Rockfish south toward Robeson county line in Hoke county, Zeigler-Cline Const. Co., Fayetteville, \$27,917.50.

Surry—Structures for widening bridge over Fisher River on US 601 between Mt. Airy and Dobson, Harvey H. Stewart, Charlotte, \$28,491.40.

Surry—Structures for widening bridge over Lovills Creek on US 52 between Mt. Airy and Virginia state line, Harvey H. Stewart, Charlotte, \$49,781.00.

HIGHWAY

(Continued from page one)

lowing which the reports of special committees were heard. In making his remarks to the group, President Crump commended the members of the association for their activity during the preceding 12 months, and commented on the progress, financial and otherwise, which the organization had made. In addition, he outlined plans and aims of the group for the forthcoming year.

Adjourning at noon for lunch, the delegates reconvened at two o'clock to transact further business and hear an address by Executive Secretary Nathan H. Yelton of the Teachers and State Employees Retirement System. At the close of Yelton's speech the meeting was thrown open for discussion, and the retirement system head answered questions by the delegates relating to the various phases of the North Carolina retirement system.

Principal speaker at the banquet

Prison Escape Total Rises To 29 During Month Of September

Raleigh.—Escapes from North Carolina's prison units, traditionally at a high level toward the end of the warm season, totaled 29 for the month of September, with 28 captured to almost balance the score.

State Penal Director Clyde O. Robinson, commenting on the month's record, expressed satisfaction with the fact that the Prison Department was actually only one escape to the bad at the end of the month, but said that he was displeased at the large number of escapes. Coming after an August in which the number of escapes was unusually small, the increase in September was discouraging, he noted.

Escape ratings for September were:

Three Stars

(No Escapes)

Central Prison and all others with the exception of the following.

Two Stars

(One Escape)

Caldwell 803, Cherokee 1003, Forsyth 805, Haywood 1006, Guilford 506, Cumberland 304, Woman's Prison, Watauga 808, Durham 503, Perquimans 114, Randolph 608, Person 508, Mecklenburg 704.

One Star

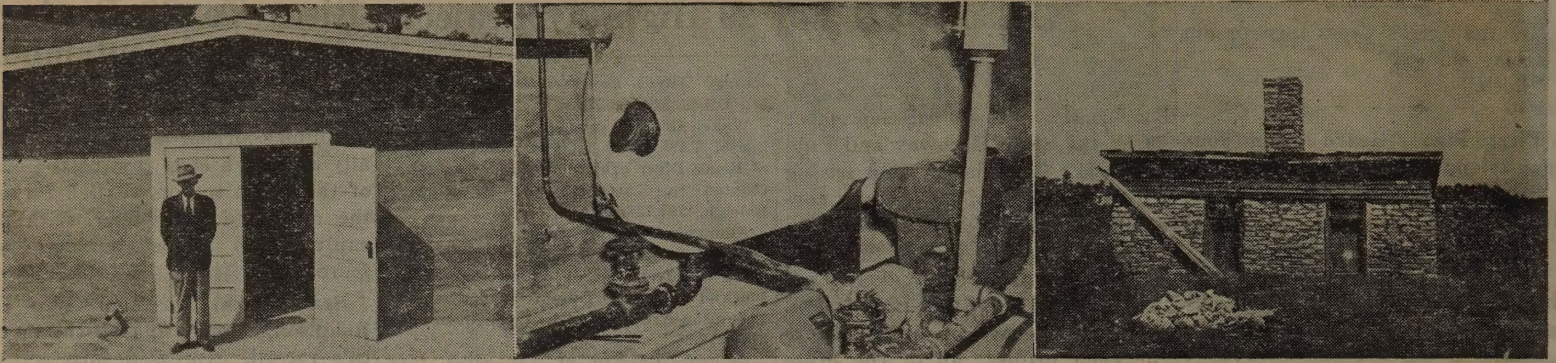
(Two Escapes)

Transylvania 1013, Sanatorium, Catawba 903, Yancey 1014, Richmond 706, Sampson 308, Moore 606,

session of the convention, held in the hotel ballroom Friday night at seven o'clock, was Brandon Hodges of Asheville, Democratic nominee for State Treasurer. In addition to Hodges, other guests present at the banquet who were invited to make some remarks Wilkins P. Horton of Pittsboro, State Senator Frank Parker of Bunscombe, Retirement System Secretary Nathan Yelton, and Highway Commissioners D. Reeves Noland, T. Max Watson and Ben Douglas.

At the final session of the convention, held Saturday morning, officers were elected and a number of resolutions were passed, including a resolution endorsing the proposed Personnel Act, which proposes the establishment of a separate Bureau and Director of Personnel for State Employees, and is scheduled to be introduced in the 1949 General Assembly. The final session of the convention adjourned shortly before noon on Saturday.

UNUSUAL FEATURES AT VANCE COUNTY PRISON CAMP



Of the prison camps operated by the Highway Commission, the one in Vance county is possibly most unusual, as indicated by the pictures above. On the left, Superintendent Jesse Gupton is shown in front of the camp's water supply system, built around an artesian spring which has a flow estimated at 20 gallons per minute. The center picture shows a portion of the machinery used to regulate water pressure, supplying it at varying pressures around the camp area for different purposes, such as fire-fighting, kitchen use, and washing vehicles. The picture on the right shows an old stone structure used as slave quarters in pre-Civil War days, and left standing at the camp as a relic of the past.

Commission Meets For Routine Session; Approval Given On Recent Highway Bids

Raleigh.—Routine business, the most important of which was the approval of contractors' bids on 16 new highway projects, occupied the attention of the members of the State Highway and Public Works Commission at their meeting on September 30.

Following recommendations submitted by Chief Engineer W. Vance Baise, the members of the Commission gave their approval to bids on 16 projects, two of which were received at a special letting, and ordered bids held in abeyance on five projects, calling for work in Alamance, Davidson, Guilford, Pasquotank, Robeson and Rockingham counties. Reporting to the Commission on the letting, Chairman A. H. Graham noted that the average number of bids received was much smaller than at previous lettings, and that most of the contractors seemed to have a considerable backlog of work on hand.

Upon the request of city officials, the Commission took action to allow the rerouting of US 15 and US 501 in Durham and the inauguration of a one-way traffic plan over portions of Fourth Street and Fifth Street in Winston-Salem.

Although no action was taken, Chairman Graham read to the Commission members a letter from Melvin Daniels of Manteo, asking that a delegation of Outer Banks residents be received by the Commission, and by Governor Cherry. Purpose of the proposed visit by the delegation, Daniels said, would be to request that the 17-mile stretch of road along the Outer Banks be extended.

All of the commissioners were present at the September 30 meeting with the exception of Seventh Division Commissioner Ben Douglas

of Charlotte. The date of the next letting was set tentatively for October 26, and the date of the next Commission meeting for October 28.

N. C. DELEGATION

(Continued from page one)
problems, even in the face of record prices which must now be paid for such work.

More than 900 delegates from the 48 states attended the convention, with further representation from Alaska, Puerto Rico, and other territories and possessions of the U.S. Attending the sessions as official delegates from North Carolina were Chairman A. H. Graham, Chief Engineer W. Vance Baise, Assistant State Highway Engineer

L. W. Payne, Bridge Engineer T. B. Gunter, Jr., and Commissioners John G. Clark, James A. Bridger, John N. Hackney, George W. Kane, and Ben Douglas.

PRICE TRENDS

(Continued from page one)
slightly below the first quarter of 1948, which reached a postwar high mark.

The public is being warned again that unlimited supplies of heating oil are not available for the winter season ahead. The oil situation is easier now than in many months, but cold weather is expected to bring back the threat of shortages in many localities. A few flat predictions are made that the period of oil shortages is over. Most oil industry spokesmen and federal officials, however, emphasize that a severe winter will cause local shortages.

Hodges Sees Progress In Address Presented At Asheville Meeting

Asheville.—Asserting that "the roads are the basis of our modern transportation system," Brandon Hodges, Democratic nominee for State Treasurer, told approximately 250 delegates to the third annual convention of the State Highway Employees Association here October 1 that North Carolina has made great highway progress in the past two decades.

"From the days of Frank Page to the present time," he told the highway group, "there has been no scandal in North Carolina over the handling of highway funds." Further, he stated there has been little complaint over the manner of division of funds among the counties.

"The people of North Carolina," Hodges told his hearers, "have a high admiration for the organization which has furnished the 'know-how' behind the construction of our present highway system."

Despite the fact that a difficult job has been carried on by the highway organization through the years, Hodges pointed out, there is now a greater demand than ever before for more and better roads, especially in the rural areas. In this connection, however, he issued a word of warning. "It would be foolish to put down a surface without a proper base," he emphasized. "Safety factors of the road are important, and proper alignment is important," he stated in pointing out the dangers of improper or inadequate highway construction.

Through there are many difficulties ahead, the Treasurer-nominate asserted, "I have full confidence that North Carolina will enjoy even greater highway progress in the future."

EIGHT MONTH ACCIDENT REPORT

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
Fifth Division	59	2	1.7
Seventh Division	80	4	3.0
Third Division	85	5	3.7
Ninth Division	111	6	5.0
Fourth Division	94	7	5.9
Eighth Division	71	9	6.6
First Division	76	10	6.8
Tenth Division	98	10	6.9
Second Division	84	9	7.0
Sixth Division	86	15	10.2
Bridge Mts. Dept.	100	16	16.4
Eleventh Division	22	2	2.4
ALL UNITS	966	95	6.3
MONTH	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY RATE
January	123	11	6.3
February	86	10	5.7
March	85	8	4.4
April	123	13	6.96
May	112	8	4.2
June	125	14	7.0
July	155	11	5.4
August	157	20	9.8
TOTAL	966	95	6.3